





Stratford, Ontario,

November 12, 1937.

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Mr. Dalton Wells, Secretary,
 Royal Commission on Transportation, (Ontario)
 302 Bay Street,
 Toronto, Ontario.



Dear Sirs:

The City of Stratford being a Divisional Point of the Canadian National Railways, the locomotive power repair shops being located here, is vitally interested in the welfare of the Railway employees resident in this community.

The City Council therefore submits the following on the matter of transportation particularly as to Highway traffic:

1. Municipal Councils have long endeavored to secure financial assistance from the Government towards the cost of construction and maintenance of municipal streets forming connecting links of the Provincial Highways. The municipalities have been required to levy heavy taxation upon ratepayers to finance these connecting links.

2. When these streets were laid they were not intended to be used as avenues for large and exceedingly heavy commercial vehicles, from which the Government receives all revenues in license fees and gasoline tax, though applying no part of such revenues to compensate municipalities for the use of, or damage to, their streets. That the burden of taxation in this municipality has been increased due to use of its streets by heavy transports cannot be denied.

3. Railways are required to build and maintain their own right-of-way, and provide a year round service consistent with the needs of the public, while at the same time they, and their employees are required to contribute large sums in taxes to the municipalities, a considerable portion of which is used to construct and maintain right-of-way of a competing agency of transportation.

4. That this situation is unfair is obvious to all. The elementary principles of justice demand that each agency of transportation operated for private gain, should bear the entire cost of its operation, and be prevented from shifting any part of that cost to the general taxpayer.

5. That the Commission seek more adequate control and regulation of all motor vehicles than now exists, to the end that the burden of the expense of construction and maintenance of the whole highway system be placed where it properly belongs, that is upon the users of the highways, through taxation levied by a central authority.

The City of Stratford trusts that the Commission, in its recommendations, will point the way to the correcting of abuses in the transportation system, and require each agency to bear its whole cost of transportation, eliminating a condition which makes it possible for one agency, that of highway transportation, to shift part of its costs from the shippers and receivers to the taxpayer.

All of which is respectfully submitted.

Thos E. Henry

..... MAYOR

W.H. Dorland

..... CLERK

A.T.C.

Ottawa. Transportation, Royal Comm. on.

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Stratford, November 22nd.1937.

The Royal Commission on Transportation, (Ontario)
c/o Mr. Dalton Wells, Secretary,
302 Bay Street,
Toronto, Ont.



Dear Sirs:

I have been authorized by the Council of the City of Stratford to express the views requested in your letter of November 2nd.

(a) As to what extent the annual cost of constructing, maintaining and administering the roads of the municipality is occasioned by the operation of Motor vehicles engaged in the transport of freight, whether for gain or not for gain, and of passengers for gain, and what is the basis for such opinion.

Construction:

The continued increase in passenger cars has demanded an improvement in gravel roadways by treating with tar asphalt, asphalt oils calcium chloride or a further improvement by light(1" to 3") surfaces of tar or asphalt. In most locations these surfaces are found sufficient for passenger car traffic but are inadequate for truck and Bus traffic, and pavements of Portland Cement, tar or asphalt with depths of 6" to 10" are required for this heavier traffic. It can therefore be said that construction costs in some cases are increased 3 or 4 times to care for the heavy vehicle and it is quite evident, that highway construction costs are doubled on account of trucks and buses.

The design of highway bridges at one time was governed by steam roller loading. The load tables for design have been increased to accomodate trucks. Steam rollers could be routed away from light bridges, no such control can safely be placed on truck traffic. The consequence was that all bridges had to be reconstructed or improved beyond the old standard.

Maintenance.

Maintenance is in part a contest against the results of climate regardless of the traffic. Beyond this, the treatment of the surface of roadways might be said to vary with the number of wheels passing over the road and the weight on these wheels. The cost of surfacing, attributable to truck traffic is therefore only somewhat more than the percentage of truck wheels on the road. The maintenance of a roadway, surface maintenance excluded and climate destruction excluded, is almost solely a question of load.

(4) That the drivers of these vehicles be subject to regulations requiring not only initial careful selection but also working conditions that will allow a careful operator to operate carefully throughout his entire route and to allow him to have a sense of responsibility in the Community, the Province.

For reasons of safety consideration might be given to having passenger buses entrusted to two men instead of one.

(5) That Urban municipalities be given an annual percentage grant from the above revenues to compensate them for the facilities provided by them in the Past and facilities to be maintained and provided in the Future.

Yours truly,

W.H.Riehl,

City Engineer.

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